

JOINT TASK FORCE - FULL ACCOUNTING  
BIOGRAPHIC/SITE REPORT AS OF 13 OCTOBER 1993

===== BIOGRAPHIC INFORMATION =====

REFNO: 0813-0-01 (ACCNO 0768)      Status: (N) DEAD BODY NOT RECOVERED  
Name: FULLER, WILLIAM OTIS      Date Status assigned: 16 May 1973

Nationality	AMERICAN	Race	CAUCASIAN	Blood Chit	DATA
Service	AIR FORCE	Sex	MALE	Blood type	O +
Grade	O3	Hair	BLOND	Complexion	FAIR
SSAN	DATA	Eyes	GREEN	Weapon	.38 CAL PISTOL
Serial No	000066513	Height	75 in /1.91 mtrs	Weapon No	598626
Birth date	20 Aug 1935	Weight	225 lb /101.9 kg	Duty pos	ACFT CMDR
Home State	TEXAS	Religion	PROTESTANT	PW Camp	\$

===== SITE INFORMATION =====

INCIDENT LOCATION (0)

Site Type: CRASH SITE  
UTM: 48QXE967006  
Lat/Long: 171059N / 1065059E  
Country: NORTH VIETNAM  
Military Region: 4  
Mission Province: QUANG BINH  
(formerly):  
Mission District: LE THUY  
Mission Date: 26 Aug 1967 0155L  
Mission Category: 3  
Local Analysis: Populated area.

===== JTF-FA ACTIVITY SUMMARY =====

Folders Passed: Jul 93, May 92  
Investigations: Jul 91, Aug 93  
Surveys: Jul 91, Aug 93  
Vessey Case: NO  
Case type: CRASH SITE  
Survivability: (3) Unknown

===== VEHICLE DATA =====

Vehicle Type: F4C	Serial: 692
Crash Type: None	Engine Type: J79
Call Sign: WHISKEY 22	1 Serial:
Year: 64	2 Serial:

===== SPECIAL CHARACTER KEY =====

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REFNO: 0813-0-02 (ACCNO 0881)      Status: (N) DEAD BODY NOT RECOVERED  
Name: KILCULLEN, THOMAS MICHAEL      Date Status assigned: 16 May 1973

Nationality	AMERICAN	Race	CAUCASIAN	Blood Chit	DATA
Service	AIR FORCE	Sex	MALE	Blood type	A +
Grade	O2	Hair	BLOND	Complexion	RUDDY
SSAN	DATA	Eyes	BLUE	Weapon	.38 CAL PISTOL
Serial No	000081484	Height	71 in /1.80 mtrs	Weapon No	615733
Birth date	25 Nov 1943	Weight	185 lb / 83.8 kg	Duty pos	PILOT
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CASE: 0813

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ON 26 AUGUST 1967 CAPT WILLIAM O. FULLER, AIRCRAFT COMMANDER, AND 1LT THOMAS M. KILCULLEN, PILOT, WERE FLYING AN F4C AIRCRAFT, (#640692, CALL SIGN WHISKEY 22) IN A TWO-AIRCRAFT RECONNAISSANCE MISSION OVER NORTH VIETNAM. AFTER CROSSING THE COAST OVER NORTH VIETNAM, THE FLIGHT LEADER DROPPED FLARES FOR CAPT FULLER TO BEGIN HIS TARGET RUN, AND AT ABOUT THE SAME TIME HE BEGAN RECEIVING STRONG SIGNALS FROM ANTI-AIRCRAFT RADAR. ABOUT TEN SECONDS LATER THE FLIGHT LEADER SAW A SMALL FLASH, FOLLOWED BY A LARGER FLASH, BUT WAS UNABLE TO IDENTIFY THE SOURCES.

HE ATTEMPTED (UNSUCCESSFULLY) TO CALL CAPT FULLER. HE THEN CONTACTED THE DONG HA GROUND CONTROL AND WAS TOLD THAT THE FULLER-KILCULLEN AIRCRAFT HAD BEEN LOST FROM THEIR RADAR. AFTER THIS CONTACT, THE FLIGHT LEADER RETURNED TO THE TARGET AREA AND SAW THAT THE FLARES THAT HE HAD DROPPED WERE STILL BURNING AND THAT THERE WAS A LARGE FIRE ABOUT ONE MILE WEST, IN THE VICINITY OF GRID COORDINATES XE 967 006. THE FLIGHT LEADER CALLED FOR A SEARCH AND RESCUE ALERT AND RETURNED TO HIS BASE. ELECTRONIC AND VISUAL SEARCHES WERE FLOWN IN THAT AREA THE FOLLOWING DAY, BUT WERE UNSUCCESSFUL IN LOCATING EITHER THE DOWNED CREWMEN OR THEIR AIRCRAFT WRECKAGE. (REF 1)

DURING THE EXISTENCE OF JCRC, THE HOSTILE THREAT IN THE AREA PRECLUDED ANY VISITS TO OR GROUND INSPECTIONS OF THE SITE INVOLVED IN THIS CASE. THESE INDIVIDUALS' NAMES AND IDENTIFYING DATA WERE TURNED OVER TO THE FOUR-PARTY JOINT MILITARY TEAM WITH A REQUEST FOR ANY INFORMATION AVAILABLE. NO RESPONSE WAS FORTHCOMING. CAPT FULLER AND 1LT KILCULLEN ARE CURRENTLY CARRIED IN THE PRESUMPTIVE STATUS OF DEAD, BODY NOT RECOVERED.

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=== NEGOTIATION ACTIONS ===

28 February 1986

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CASE: 0813

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ASSOCIATED INDIVIDUALS: WILLIAM O. FULLER 0813-0-01, AND THOMAS M. KILCULLEN 0813-0-02.

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15 October 1991

DURING THE 14TH SERIES OF JOINT ACTIVITIES, THE JOINT US/SRV INVESTIGATION TEAM TRAVELLED TO HUNG THUY VILLAGE (XE 974 040), LE THUY DISTRICT, QUANG BINH PROVINCE AND INTERVIEWED TWO WITNESSES. THEY DESCRIBED THE SHOOTDOWN OF AN F-105 OR F-4 IN JULY OR AUGUST OF 1967, AND CLAIMED THE AIRCRAFT CRASHED INTO THE DUNES NEAR XOM MOI HAMLET (XE 994 036). THE MILITIA BURIED A SMALL AMOUNT OF REMAINS NEAR THE CRASH SITE. THE TEAM SURVEYED THE REPORTED CRASH SITE AND FOUND NO EVIDENCE OF AN AIRCRAFT CRASH. THE INFORMATION PROVIDED BY THE WITNESSES PROBABLY CORRELATES TO REFNO 0813 BY AIRCRAFT TYPE, LOCATION AND DATE. (REF 2)

5 October 1993

ON 25 AUG 93, IE1 TRAVELLED TO HUONG SEN VILLAGE, LE THUY DISTRICT, QUANG BINH PROVINCE TO INVESTIGATE CASE 0813. THE TEAM INTERVIEWED TWO WITNESSES, ONE OF WHOM PROVIDED TESTIMONY CONCERNING THE CRASH OF AN F-4C ON 26 AUG 67. BOTH WITNESSES STATED THAT FOLLOWING THE CRASH, BODY PARTS WERE DISCOVERED AND BURIED NEAR THE CRASH SITE. THE TEAM WENT TO THE ALLEGED CRASH AND BURIAL SITE. THERE, ONE WITNESS POINTED OUT A 30 X 50 METER AREA AS THE POSSIBLE BURIAL SITE. USING A METAL DETECTOR, THE TEAM FOUND ONLY SMALL PIECES OF UNIDENTIFIED METAL FRAGMENTS. NO EVIDENCE OF REMAINS, PERSONAL EFFECTS, OR AN AIRCRAFT CRASH SITE WAS DISCOVERED. ON 12 SEP 93, PURSUING A LEAD FROM THE 14TH JFA, IE1 INTERVIEWED ONE WITNESS WHO REPORTEDLY PARTICIPATED IN THE CLEAN-UP OF THE CRASH SITE. THE WITNESS CLAIMED NO KNOWLEDGE OF THIS INCIDENT. THE INCIDENT LOCATION WAS NOT VISITED BY THE TEAM DURING THIS JFA, HOWEVER, ON 1 SEP 93, IE1 CONDUCTED AN AERIAL RECONNAISSANCE OF THE INCIDENT LOCATION HELD IN U.S. RECORDS FOR THIS CASE, WITH NEGATIVE RESULTS. (REF 3)

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16 November 1993

THE ITEMS RECOVERED DURING THE 25TH JFA ARE GENERIC AND CAN NOT BE IDENTIFIED TO ANY AIRCRAFT OR CASE. (REF 4)

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5 October 1993

ON 25 AUG 93, IE1 TRAVELLED TO HUONG SEN VILLAGE, LE THUY DISTRICT, QUANG BINH PROVINCE TO INVESTIGATE CASE 0813. THE TEAM INTERVIEWED TWO WITNESSES, ONE OF WHOM PROVIDED TESTIMONY CONCERNING THE CRASH OF AN F-4C ON 26 AUG 67. BOTH WITNESSES STATED THAT FOLLOWING THE CRASH, BODY PARTS WERE DISCOVERED AND BURIED NEAR THE CRASH SITE. THE TEAM WENT TO THE ALLEGED CRASH AND BURIAL SITE. THERE, ONE WITNESS POINTED OUT A 30 X 50 METER AREA AS THE POSSIBLE BURIAL SITE. USING A METAL DETECTOR, THE TEAM FOUND ONLY SMALL PIECES OF UNIDENTIFIED METAL FRAGMENTS. NO EVIDENCE OF REMAINS, PERSONAL EFFECTS, OR AN AIRCRAFT CRASH SITE WAS DISCOVERED. ON 12 SEP 93, PURSUING A LEAD FROM THE 14TH JFA, IE1 INTERVIEWED ONE WITNESS WHO REPORTEDLY PARTICIPATED IN THE CLEAN-UP OF THE CRASH SITE. THE WITNESS CLAIMED NO KNOWLEDGE OF THIS INCIDENT. THE INCIDENT LOCATION WAS NOT VISITED BY THE TEAM DURING THIS JFA, HOWEVER, ON 1 SEP 93, IE1 CONDUCTED AN AERIAL RECONNAISSANCE OF THE INCIDENT LOCATION HELD IN U.S. RECORDS FOR THIS CASE, WITH NEGATIVE RESULTS. (REF 3)

CASE: 0813

16 November 1993

THE ITEMS RECOVERED DURING THE 25TH JFA ARE GENERIC AND CAN NOT BE IDENTIFIED TO ANY AIRCRAFT OR CASE. (REF 4)

10 February 1994

ON 15 JAN 94, IE1 TRAVELED TO DUONG THUY VILLAGE, LE THUY DISTRICT, QUANG BINH PROVINCE TO INVESTIGATE CASE 0813. THE TEAM SURVEYED THE INCIDENT LOCATION FOR THIS CASE AND FOUND NO EVIDENCE OF A CRASH SITE. THE TEAM FOUND NO NEW WITNESSES FOR THIS CASE. THE TEAM OBTAINED NO MATERIAL EVIDENCE OR REMAINS DURING THE INVESTIGATION OF THIS CASE. (REF 5)



JOINT TASK FORCE - FULL ACCOUNTING  
CAMP H. M. SMITH, HAWAII 96861-5025

11 FEB - 1993

CASE 0813-0-01 AND 02

NARRATIVE

ON 26 AUGUST 1967, CAPTAIN WILLIAM O. FULLER AND FIRST LIEUTENANT THOMAS M. KILCULLEN WERE THE CREW ABOARD AN F-4C FIGHTER (SERIAL NUMBER 64-0692) IN A FLIGHT OF TWO AIRCRAFT ON A NIGHT ARMED RECONNAISSANCE MISSION. THEIR AIRCRAFT WAS HIT BY ANTIAIRCRAFT ARTILLERY FIRE, EXPLODED AND CRASHED IN THE VICINITY OF GRID COORDINATES XE967006, APPROXIMATELY 40 KILOMETERS SOUTHEAST OF DONG HOI AND 4 KILOMETERS SOUTHEAST OF MY TRACH HA, QUANG BINH PROVINCE. THE OTHER MEMBERS OF THE FLIGHT SAW NO PARACHUTES AND HEARD NO ELECTRONIC BEACON SIGNALS.

ON 31 JULY 1991, WHILE INVESTIGATING THE REPORTED LOSS OF AN AMERICAN AIRCRAFT IN THAI THUY VILLAGE, LE THUY DISTRICT, QUANG BINH PROVINCE, THE JOINT TEAM RECEIVED INFORMATION ABOUT THE CRASH OF AN AIRCRAFT IN HUNG THUY VILLAGE. BASED ON THIS INFORMATION, THE TEAM CONTINUED THE INVESTIGATION AT HUNG THUY VILLAGE. THE TEAM INTERVIEWED TWO WITNESSES WHO DESCRIBED THE SHOOT DOWN OF AN F-105 OR F-4 AIRCRAFT SHORTLY AFTER MIDNIGHT IN JULY OR AUGUST 1967. THE AIRCRAFT CRASHED NEAR XOM MOI HAMLET. THE VILLAGE MILITIA RECOVERED AND BURIED A SMALL AMOUNT OF REMAINS NEAR THE CRASH SITE. THE TEAM VISITED THE REPORTED CRASH SITE BUT SAW NO EVIDENCE OF A CRASH. LOCAL RESIDENTS SHOWED THE TEAM THREE PIECES OF WRECKAGE ALLEGEDLY TAKEN FROM THE SITE. TWO OF THESE PIECES APPEAR TO BE ASSOCIATED WITH AN F-4 AIRCRAFT. THE INFORMATION PROVIDED BY THE WITNESSES IN HUNG THUY VILLAGE MAY BE ASSOCIATED WITH THIS CASE.

Passed to officials of the  
Vietnamese government during a  
28 Jul 93 technical meeting

CASE 0813-0-01 AND 02

IN JANUARY 1992, THE VIETNAMESE GOVERNMENT RELEASED A DOCUMENT TITLED "MILITARY REGION IV AIR DEFENSE OPERATIONS JOURNAL FROM 1964-1973 REFERENCE MATERIAL." DOCUMENT ENTRY #879 LISTED THE SHOOT DOWN OF AN F-4C AIRCRAFT ON 26 AUGUST 1967 IN THE LE THUY AREA BY THE HONG THUY MILITIA AND INDICATED TWO CREWMEN DIED. THIS INFORMATION MAY BE ASSOCIATED WITH CASE 0813 BASED ON DATE, AIRCRAFT TYPE AND LOCATION.

PERTINENT DATA ARE AS FOLLOWS:

NAME: FULLER, WILLIAM OTIS  
RANK: CAPTAIN, U.S. AIR FORCE  
DATE OF BIRTH: 20 AUGUST 1935  
RACE: CAUCASIAN  
HEIGHT: 1.91 METERS  
WEIGHT: 101.9 KILOGRAMS  
HAIR: BLOND  
EYES: GREEN

NAME: KILCULLEN, THOMAS MICHAEL  
RANK: FIRST LIEUTENANT, U.S. AIR FORCE  
DATE OF BIRTH: 25 NOVEMBER 1943  
RACE: CAUCASIAN  
HEIGHT: 1.80 METERS  
WEIGHT: 83.8 KILOGRAMS  
HAIR: BLOND  
EYES: BLUE



JOINT TASK FORCE - FULL ACCOUNTING

BOX 64044

CAMP H. M. SMITH, HAWAII 96861-4044

CASE 0813-0-01 AND 02

NARRATIVE

ON 26 AUGUST 1967, CAPTAIN WILLIAM O. FULLER AND FIRST LIEUTENANT THOMAS M. KILCULLEN WERE THE CREW ABOARD AN F-4C FIGHTER (SERIAL NUMBER 64-0692) IN A FLIGHT OF TWO AIRCRAFT ON A NIGHT ARMED RECONNAISSANCE MISSION. THEIR AIRCRAFT WAS HIT BY ANTI-AIRCRAFT ARTILLERY FIRE, EXPLODED AND CRASHED IN THE VICINITY OF GRID COORDINATES XE967006, APPROXIMATELY 40 KILOMETERS SOUTHEAST OF DONG HOI AND 4 KILOMETERS SOUTHEAST OF MY TRACH HA, QUANG BINH PROVINCE. THE OTHER MEMBERS OF THE FLIGHT SAW NO PARACHUTES AND HEARD NO ELECTRONIC BEACON SIGNALS.

ON 31 JULY 1991, WHILE INVESTIGATING THE REPORTED LOSS OF AN AMERICAN AIRCRAFT IN THAI THUY VILLAGE, LE THUY DISTRICT, QUANG BINH PROVINCE, THE JOINT TEAM RECEIVED INFORMATION ABOUT THE CRASH OF AN AIRCRAFT IN HUNG THUY VILLAGE. BASED ON THIS INFORMATION, THE TEAM CONTINUED THE INVESTIGATION AT HUNG THUY VILLAGE. THE TEAM INTERVIEWED TWO WITNESSES WHO DESCRIBED THE SHOOT DOWN OF AN F-105 OR F-4 AIRCRAFT SHORTLY AFTER MIDNIGHT IN JULY OR AUGUST 1967. THE AIRCRAFT CRASHED NEAR XOM MOI HAMLET. THE VILLAGE MILITIA RECOVERED AND BURIED A SMALL AMOUNT OF REMAINS NEAR THE CRASH SITE. THE TEAM VISITED THE REPORTED CRASH SITE BUT SAW NO EVIDENCE OF A CRASH. LOCAL RESIDENTS SHOWED THE TEAM THREE PIECES OF WRECKAGE ALLEGEDLY TAKEN FROM THE SITE. TWO OF THESE PIECES APPEAR TO BE ASSOCIATED WITH AN F-4 AIRCRAFT. THE INFORMATION PROVIDED BY THE WITNESSES IN HUNG THUY VILLAGE MAY BE ASSOCIATED WITH THIS CASE.

PASSED TO OFFICIALS OF THE  
VIETNAMESE GOVERNMENT DURING THE  
6 DEC 93 TECHNICAL MEETING



CASE 0813-0-01 AND 02

IN JANUARY 1992, THE VIETNAMESE GOVERNMENT RELEASED A DOCUMENT TITLED "MILITARY REGION IV AIR DEFENSE OPERATIONS JOURNAL FROM 1964-1973 REFERENCE MATERIAL." DOCUMENT ENTRY #879 LISTED THE SHOOT DOWN OF AN F-4C AIRCRAFT ON 26 AUGUST 1967 IN THE LE THUY AREA BY THE HONG THUY MILITIA AND INDICATED TWO CREWMEN DIED. THIS INFORMATION MAY BE ASSOCIATED WITH CASE 0813 BASED ON DATE, AIRCRAFT TYPE AND LOCATION.

ON 25 AUGUST 1993, A JOINT TEAM TRAVELED TO HUONG SEN, LE THUY DISTRICT, QUANG BINH PROVINCE TO INVESTIGATE THIS CASE. THE TEAM INTERVIEWED TWO WITNESSES, ONE OF WHOM PROVIDED TESTIMONY CONCERNING THE CRASH OF AN F-4C ON 26 AUGUST 1967. THE FIRST WITNESS, MR. DINH HAI, THE FORMER VILLAGE DEPUTY CHIEF OF SECURITY, REPORTED THAT DURING THE DRY SEASON (APRIL-AUGUST) OF 1967, AROUND MIDNIGHT, HE HEARD AN AIRCRAFT CRASH IN THE LOCAL AREA. HE AND SOME OF THE LOCAL MILITIA WENT TO THE CRASH SITE AND FOUND BODY PARTS SCATTERED ABOUT THE AREA. THE MILITIA BURIED THE BODY PARTS ABOUT 100-150 METERS FROM THE CRASH SITE. MR. HAI DID NOT PARTICIPATE IN THE BURIAL. HE STATED MR. SUC (THE NEXT WITNESS) TOOK PART IN THE BURIAL.

THE TEAM INTERVIEWED MR. VO PHUOC SUC, FORMER VILLAGE TEAM CHIEF, WHO REPORTED THAT ON 26 AUGUST 1967 AROUND 0200 HOURS, AN AIRCRAFT FLYING WEST TO EAST EXPLODED AND CRASHED IN MOI HAMLET. MR. SUC LED THE VILLAGE MILITIA TO THE SITE WHERE THEY OBSERVED REMAINS SCATTERED THROUGHOUT THE AREA. MR. SUC SAID HE SAW TWO PARACHUTES AND DETERMINED THAT THE AIRCRAFT WAS AN F-4C BASED ON INSCRIPTIONS OBSERVED ON A PORTION OF THE WRECKAGE.

CASE 0813-0-01 AND 02

MR. SUC LED THE TEAM TO THE ALLEGED BURIAL LOCATION (XE973052).

ON 1 SEPTEMBER 1993, THE TEAM CONDUCTED AN AERIAL SURVEY OF THE INCIDENT LOCATION AS REFLECTED IN U.S. RECORDS. THE TEAM SAW NO EVIDENCE OF A CRASH SITE. THE TEAM ALSO INTERVIEWED MR. LE VAN KHUONG WHO WAS ALLEGED TO HAVE PARTICIPATED IN THE CLEAN-UP OF THE CRASH SITE. MR. KHUONG CLAIMED NO KNOWLEDGE OF THE INCIDENT AND SAID HE HAD NO INFORMATION ON ANY POSSIBLE BURIAL SITES IN THE AREA.

PERTINENT DATA ARE AS FOLLOWS:

NAME: FULLER, WILLIAM OTIS  
RANK: CAPTAIN, U.S. AIR FORCE  
DATE OF BIRTH: 20 AUGUST 1935  
RACE: CAUCASIAN  
HEIGHT: 1.91 METERS  
WEIGHT: 101.9 KILOGRAMS  
HAIR: BLOND  
EYES: GREEN

NAME: KILCULLEN, THOMAS MICHAEL  
RANK: FIRST LIEUTENANT, U.S. AIR FORCE  
DATE OF BIRTH: 25 NOVEMBER 1943  
RACE: CAUCASIAN

HEIGHT: 1.80 METERS  
WEIGHT: 83.8 KILOGRAMS  
HAIR: BLOND  
EYES: BLUE

CASE 0813-0-01 AND 02



# JOINT TASK FORCE - FULL ACCOUNTING

BOX 64044

CAMP H. M. SMITH, HAWAII 96861-4044

Vụ số 0813-0-01 và 02

Tờ Tường Thuật

Vào ngày 26 tháng 8 năm 1967, Đại úy WILLIAM O. FULLER và Trung úy THOMAS M. KILCULLEN là phi hành đoàn trên chiếc máy bay chiến đấu F-4C (mang số hiệu 64-0692) trong biến đội hai chiếc làm nhiệm vụ trinh sát vô trang ban đêm. Chiếc máy bay của họ bị đạn súng cao xạ bắn trúng, nổ và rơi gần toạ độ XE967006, khoảng 40 cây số phía đông nam của Đồng Hới và 4 cây số phía đông nam của Mỹ Trạch Hà, tỉnh Quảng Bình. Tổ lái khác không nhìn thấy dù hoặc nghe được tín hiệu điện tử.

Vào ngày 31 tháng 7 năm 1991, trong lúc điều tra về vụ máy bay Mỹ bị mất ở xã Thái Thủy, huyện Lệ Thủy, tỉnh Quảng Bình, đội hỗn hợp nhận được tin về vụ máy bay rơi ở xã Hưng Thủy. Căn cứ theo tin tức này, đội tiếp tục điều tra ở xã Hưng Thủy. Đội phỏng vấn hai nhân chứng mà đã tả về việc bắn rơi chiếc máy bay F-105 và F-4 sau nửa đêm trong tháng 7 hoặc tháng 8 năm 1967. Chiếc máy bay rơi gần xóm Mới. Dân quân xã thu hồi và chôn một ít phần xác ở gần hiện trường. Đội đến chỗ cho biết là hiện trường nhưng không thấy dấu vết của máy bay rơi. Dân địa phương cho đội coi ba mảnh mà đã tìm được ở hiện trường. Hai mảnh này hình như là của chiếc máy bay F-4. Thông tin mà nhân chứng ở xã Hưng Thủy cho biết có thể liên quan đến vụ này.

Trong tháng 1 năm 1992, chính phủ Việt Nam đưa ra biên bản có tên là "Nhật Ký Tác Chiến Phòng Không Quân khu IV từ năm 1964 đến 1973 - Tài Liệu Tham Khảo." Mục số 879 ghi về vụ bắn rơi chiếc máy bay F-4C vào ngày 26 tháng 8 năm 1967 trong vùng Lệ Thủy bằng dân quân Hồng Thủy và cho biết

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hai phi hành viên bị chết. Thông tin này có thể liên quan đến vụ 0813 căn cứ theo ngày, loại máy bay, và địa điểm.

Vào ngày 25 tháng 8 năm 1993, một đội hỗn hợp đi tới Hương Sen, huyện Lệ Thủy, tỉnh Quảng Bình để điều tra vụ này. Đội phỏng vấn hai nhân chứng, một nhân chứng cung cấp tin tức về chiếc máy bay F-4C bị rơi vào ngày 26 tháng 8 năm 1967. Nhân chứng thứ nhất, ông Đình Hải, cựu phó trưởng công an xã cho biết rằng trong mùa khô (tháng 4 đến tháng 8) của năm 1967, khoảng nửa đêm, ông ta nghe tiếng máy bay rơi ở trong vùng. Ông và một số dân quân đi tới hiện trường và tìm thấy mảnh xác chết nằm rải rác trong khu vực. Dân quân chôn những mảnh xác khoảng 100-150 mét cách hiện trường. Ông Hải không tham gia cuộc chôn cất. Ông nói ông Súc (nhân chứng tới) đã tham gia cuộc chôn cất.

Đội phỏng vấn ông Võ Phước Súc, cựu đội trưởng xã, mà cho biết rằng vào ngày 26 tháng 8 năm 1967 khoảng 2 giờ sáng, một chiếc máy bay bay từ phía tây tới phía đông bị nổ và rơi ở xóm Mới. Ông Súc dẫn dân quân xã tới hiện trường mà họ thấy xác chết nằm rải rác khắp vùng. Ông Súc nói ông thấy hai chiếc dù và xác định chiếc máy bay đó là F-4C căn cứ vào những chữ trên mảnh máy bay. Ông Súc dẫn đội tới chỗ được cho là chỗ chôn (XE973052).

Vào ngày 1 tháng 9 năm 1993, đội đã quan sát hiện trường theo hồ sơ Mỹ bằng máy bay. Đội không thấy dấu vết của chỗ máy bay rơi. Đội cũng phỏng vấn ông Lê Văn Khương mà được cho là đã tham gia trong cuộc dọn dẹp hiện trường. Ông Khương nói là không biết gì về sự việc này và không biết chỗ chôn nào trong khu vực này.

Vụ số 0813-0-01 và 02

Sau đây là những chi tiết liên quan:

Họ và tên: FULLER, WILLIAM OTIS

Cấp bậc: Đại úy, Không quân Mỹ

Ngày sinh: 20 tháng 8 năm 1935

Chủng tộc: Da trắng

Chiều cao: 1.91 mét

Cân nặng: 101.9 kí

Màu tóc: Vàng

Màu mắt: Xanh lá cây

Họ và tên: KILCULLEN, THOMAS MICHAEL

Cấp bậc: Trung úy, Không quân Mỹ

Ngày sinh: 25 tháng 11 năm 1943

Chủng tộc: Da trắng

Chiều cao: 1.80 mét

Cân nặng: 83.8 kí

Màu tóc: Vàng

Màu mắt: Xanh